

5. NEIGHBORHOODS

Common Citizen Concerns

- Ensure that the benefits of waterfront revitalization are broadly shared by existing residents.
- Create jobs and attract neighborhood retail and services.
- Retain existing residents and avoid displacement caused by gentrification.
- Rebuild and preserve existing neighborhoods as a springboard for new residential development.

Actions

- **Redevelop Reservation 13 as Hill East waterfront** – an urban, multi-use waterfront district with 3.2 million square feet of health care, clinics, and office space, 35,200 square feet of retail space, and approximately 800 new residential units.
- **Link Historic Anacostia via Howard Road to the new Poplar Point cultural park** that includes over 60 acres of park and commemorative spaces, approximately 1,000 units of housing, and 350,000 square feet of cultural/museum space.
- **Restore the historic Carrollsbury neighborhood** on the Near Southeast waterfront with over 15,000 units of housing and 15 million square feet of commercial space, including 1,500 to 2,000 new housing units at the Southeast Federal Center.
- **Redevelop the Southwest waterfront** as a destination featuring approximately 800 units of housing, 500,000 square feet of commercial space, and 180,000 square feet of cultural uses.
- **Transform the east-of-the-river gateways** into commercial nodes and gracious entrances to the RiverParks, with improved connections to the western side of the river.

As development trends in Washington steadily move eastward and neighborhoods east of the river experience more housing starts than the city as a whole, the Anacostia River Corridor must become the city's growth center. The revitalization of the Anacostia waterfront represents a bridging of the city's physical, racial, and income divide and an improvement for the quality of life in neighborhoods on both sides of the river. By creating a waterfront that is worthy of the national capital and that addresses the city's position in an ever-expanding metropolitan region, the AWI seeks to revitalize surrounding neighborhoods, provide enhanced park areas, and restore public lands for the benefit of the city and the nation.

For about 30 years at the end of the 20th century, Washington's population declined as the metropolitan area's population doubled. But as the century turned, the trend reversed. Over the coming years, the attraction of urban living will draw a significant influx of residents. Because the District of Columbia cannot raise revenue from the federal government or commuters, residents are the key to the city's economic survival. Because space is limited in this largely built-out city, changing land uses along the Anacostia waterfront offers an unparalleled opportunity to create new residential neighborhoods. In rediscovering the Anacostia, Washington will not only enlarge its capacity for new growth but revitalize existing neighborhoods.

Urban waterfronts come to life when they become great places to live, work, visit, and relax. The appeal of waterfront living has galvanized urban revitalization of cities as diverse as Boston, Chicago, San Francisco, and Vancouver. By promoting quality of life in their neighborhoods and housing opportunities for different income groups, these cities have demonstrated that new housing development creates demand for new services, shopping, entertainment, public transportation, and open space. It also becomes a powerful strategy for job creation.

The effort to develop new waterfront neighborhoods along the Anacostia must be accompanied by equal effort at revitalizing and preserving existing neighborhoods. Some of Washington's most historic yet most distressed neighborhoods lie along the Anacostia. While those neighborhoods in the west of the city enjoy much of Washington's prosperity, those in the east carry a disproportionate amount of the region's poverty. New and affordable waterfront neighborhoods can be introduced along the Anacostia waterfront. Under a "Neighborhoods First!" policy, residential mixed-use neighborhoods will be promoted as the primary land use for waterfront lands in transition. By changing land-use patterns and activating underutilized areas along the river, Washington can add 15,000 to 20,000 new mixed-income households in the coming decades – without any residential displacement.

To thrive – and survive – cities build and rebuild. The Framework Plan identifies the potential to create waterfront neighborhoods with specific character tied to the assets of surrounding neighborhoods:

- East-of-the-river neighborhoods, such as River Terrace and Fairlawn, will enjoy better connections to an improved Anacostia Park and the greater RiverParks system.
- The Hill East waterfront will become a multi-use, mixed-income neighborhood that extends Capitol Hill to new riverfront parks, transforming it from an isolated campus to a vibrant, lively district.
- Historic Anacostia will extend to the river by linking its cultural assets from the neighborhood to the water, reaching toward a signature cultural park at Poplar Point and promoting gateway development at the South Capitol and 11th Street Bridges.
- Near Southeast will reestablish historic Carrollsbury at the waterfront with a new neighborhood at the Southeast Federal Center and the Hope VI project at the Capper-Carrollsbury Dwellings.
- Adjacent to Near Southeast, South Capitol Street will become a new employment corridor, with links to the surrounding neighborhoods and the Navy Yard and its associated services.
- The Southwest waterfront, only blocks from the Mall, will be a cultural destination of regional and national significance and a mixed-use neighborhood graced by small parks.

Building and Sustaining Strong Waterfront Neighborhoods

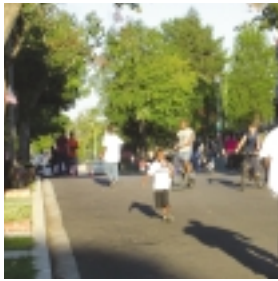
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A Vibrant Waterfront Bordered By Diverse Neighborhoods

THE NEIGHBORHOOD AGENDA

Promote sustainable economic development and reconnect the city to the Anacostia River and the waterfront park system.

Promote a vital waterfront by encouraging opportunities to live and work along the river.



“People make up our city’s neighborhoods and neighborhoods make our city great. This effort is about a partnership between all levels of government joining together with the people of our neighborhoods. By working together in partnership, we can raise the quality of life and the stature of our neighborhoods to levels worthy of our great city.”

Mayor Anthony A. Williams,
March 2002

Existing Neighborhoods

- Preserve existing waterfront neighborhoods.
- Ensure connections to the waterfront.
- Reinforce existing neighborhood commercial centers and connect them to the waterfront.
- Restore and rehabilitate historic structures.

Commerce and Employment

- Link employment and job training to local residents and new development.
- Consider neighborhood economic development in all aspects of the waterfront plan.
- Revitalize existing local commercial areas and activity centers.
- Introduce incentives for private investment and emerging market sectors.

Housing

- Create means for up to 20,000 new mixed-income households to move to the waterfront.
- Promote new housing development near transit to reduce regional commuting.
- Encourage residential in-fill development.
- Ensure affordability in publicly assisted development projects.

Neighborhood Transit

- Promote inter-modal transit: light rail, Metro, buses, bicycles, water taxi.
- Prioritize transit for underserved neighborhoods.
- Promote smart growth through locally and regionally focused transit alternatives.
- Build transportation infrastructure that sets the stage for appropriate development.

Quality of Life

- Link new development to new park amenities.
- Invest in schools to keep existing residents and draw new residents to the waterfront.
- Mitigate regional transportation impacts on local neighborhoods.
- Ensure public safety through community partnerships.

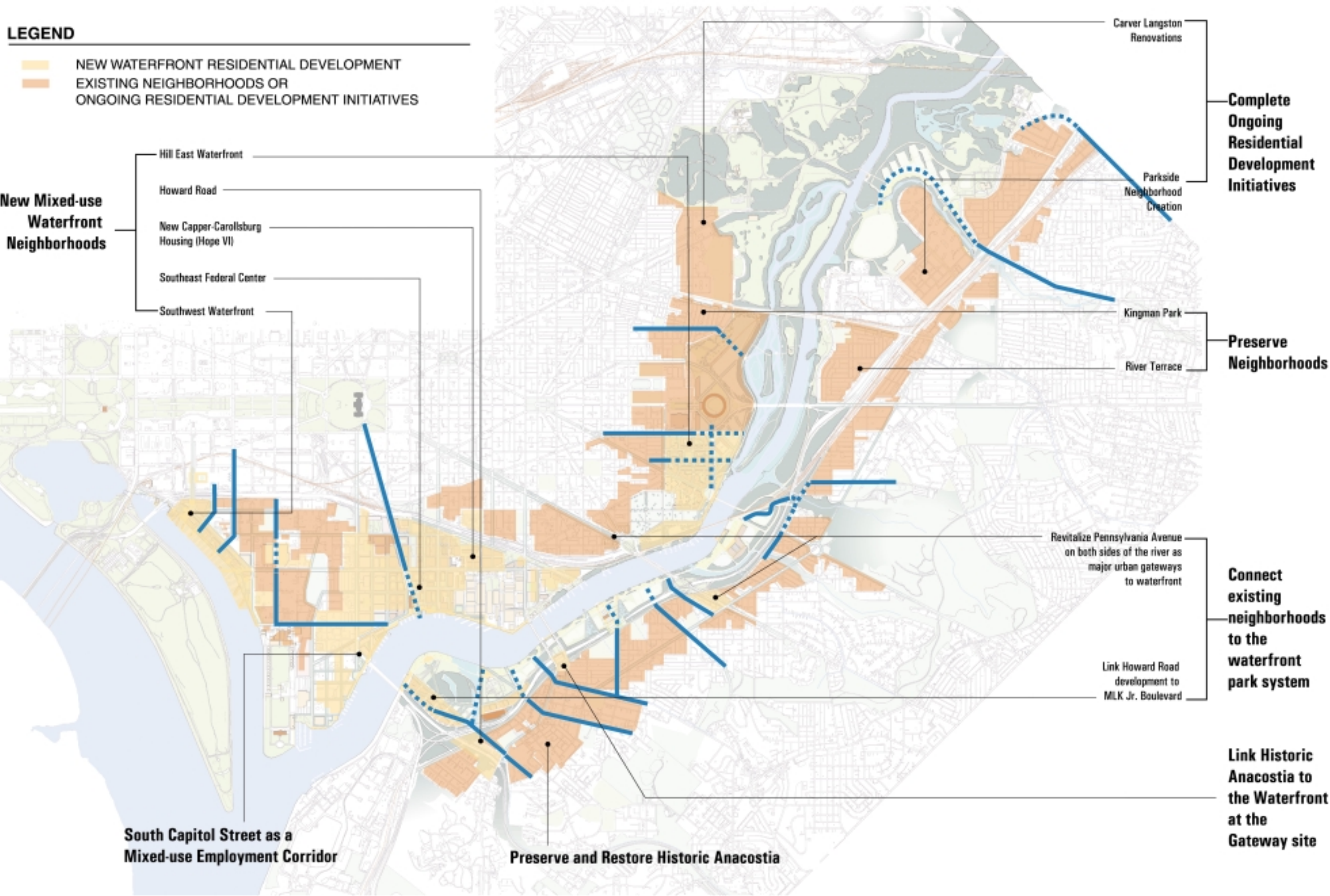
Revitalization Strategies

- Underutilized lands along the waterfront should be redeveloped to include residential uses.
- Support community-based organizations to guide the revitalization effort.
- Introduce policy to protect existing residents from increased land values.

THE NEIGHBORHOOD INITIATIVES MAP

LEGEND

- NEW WATERFRONT RESIDENTIAL DEVELOPMENT
- EXISTING NEIGHBORHOODS OR ONGOING RESIDENTIAL DEVELOPMENT INITIATIVES



Building on Existing Assets

“More than 50,000 people live within a 10-minute walk of the Anacostia River, but there are no sidewalks to take them there.”

Anacostia's Historic Assets



The Navy Yard in 1861 with Shad Fishers on the Anacostia.



The Navy Yard in 1918.



Frederick Douglass in his study at Cedar Hill in what is now Historic Anacostia.



1914, map showing the Anacostia neighborhood street grid to the river, with its (now historic) cultural resources.

The AWI vision seeks out the many assets of neighborhood life near the river, to generously expand them. Some assets are historic, such as the area's powerful cultural heritage. The Plan builds on these. Other assets are contemporary, such as the creative vitality offered by local Community Development Corporations. The Plan supports these.

A Legacy Lost: Washington's Historic Ties to the Waterfront

George Washington and Pierre L'Enfant deliberately placed the national capital at the confluence of the Anacostia and the Potomac Rivers, where commerce could flow freely along the waterways and a naval presence could be maintained. Georgetown was already a busy port, and the Southwest waterfront provided an additional deepwater harbor. Other waterfront communities developed with more casual relationships to the water, including Anacostia (at Poplar Point) and Carrollsburg (at Buzzard Point).

The Navy Yard, engaged in boat building and armament development, was the engine of neighborhood growth along the Anacostia in the 19th century. The yard's employees lived on Capitol Hill and in Historic Anacostia. Residents had easy access to the river, to swim, fish, and take refuge from the summer heat. In Historic Anacostia (formerly known as Uniontown), Howard Road led to a commercial boat landing at the tip of Poplar Point. By the late 19th century, however, pollution and silting had transformed the river to a shallow, smelly, malarial swamp.

As the process of settlement intensified, the public health risks of the Anacostia's condition increased. The Army Corps of Engineers dredged the river in the 1910s and 1920s, using dredged silt to fill in the river's tidal wetlands. The dredging operation dramatically reconfigured the paths of the Anacostia and Potomac Rivers, away from neighborhoods. Lost were the public landing at Poplar Point and the views from the Southwest neighborhood across the Potomac. The land created by the dredging was for the most part deeded to the U.S. Department of the Interior.

After World War II, the growth of waterfront neighborhoods included new communities of an emerging African-American middle class: the River Terrace, Carver Langston, and Mayfair neighborhoods were all developed in close proximity to the river and completed with public assistance.

In the early 1960s, Washington's neighborhood redevelopment reached an aggressive new pace. Urban Renewal (or “Negro Removal,” as it is bitterly called by Washingtonians who lived through the era) targeted the Southwest neighborhood. Historic row houses were torn to the ground and families displaced. Public housing projects in other neighborhoods received these residents, leaving broken families and destroyed social structures.

All of this occurred in the name of progress, under policies then in fashion in all major American cities. To be sure, much of Southwest Washington was a challenged neighborhood in the 1950s, but its wholesale demolition and the dispersal of residents to public housing projects in industrial areas farther east created a social scar in Washington that continues to require care and healing.

Washington's Waterfront Neighborhoods Today

More than 50,000 people live within a 10-minute walk of the Anacostia River, but there are no sidewalks to take them there. Highways, contaminated lands, and chain-link fences come between the residents of Washington and their river. Only two of the more than 15 communities that line the river have a direct, beneficial relationship to the waterfront: the Southwest Urban Renewal area and the River Terrace community in Northeast. Residents of the other neighborhoods, including Capitol Hill, Historic Anacostia, Fairlawn, Carver Langston, and Mayfair, would have to traverse highways or dangerous intersections, negotiate barren lands, or jump fences to get to the river's edge.

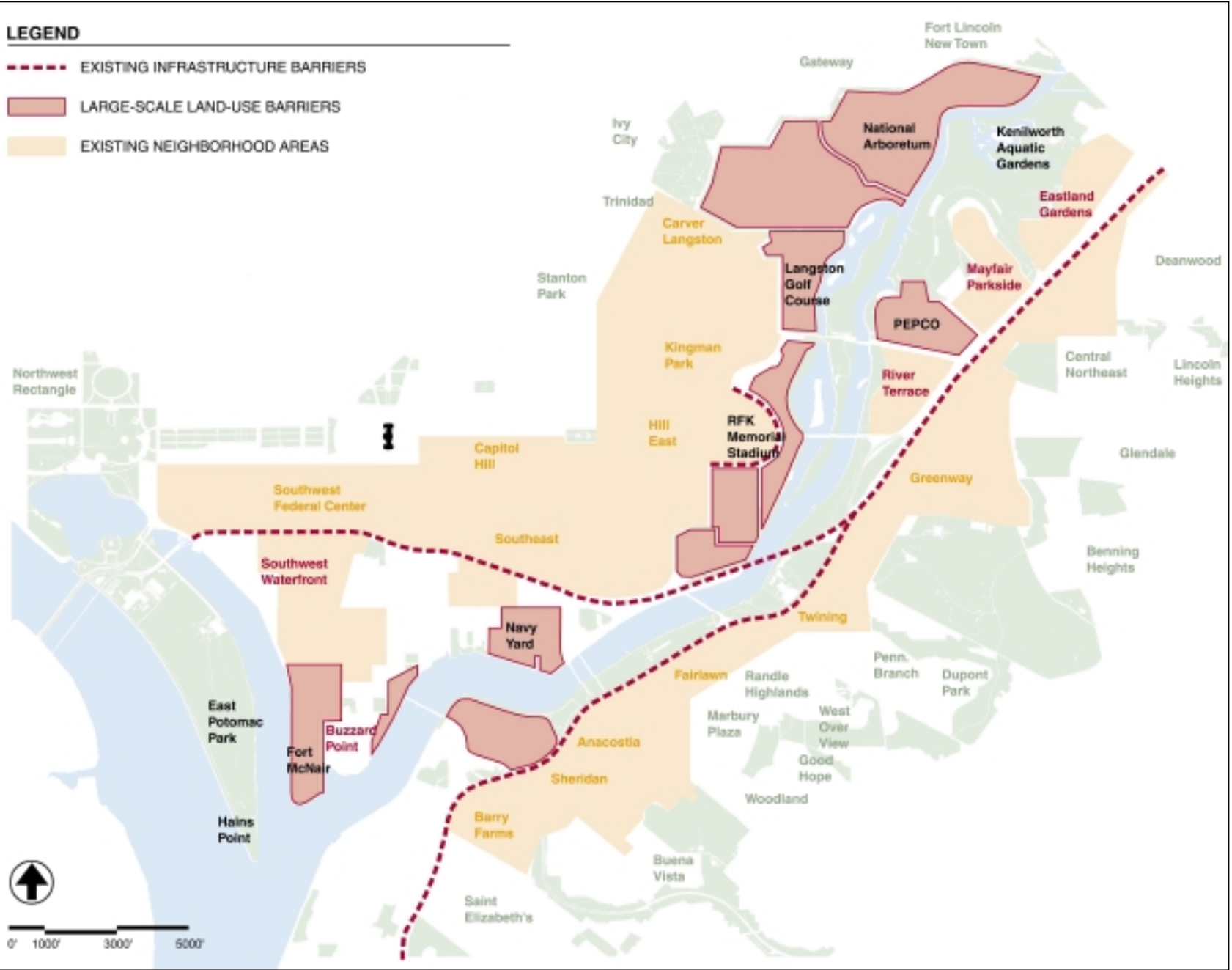
Lost access to the river is not the only problem. With too few bridges, the river continues to act as a physical barrier within the city, preventing east-of-the-river residents from easily connecting to employment centers downtown – and separating wealthier neighborhoods from poorer ones. The poverty rate in some neighborhoods east of the river

approaches 25 percent of all households. In addition, the connections between destinations east of the river (such as the Kenilworth Aquatic Gardens or the Fredrick Douglass National Historic Site) and those west of the river are circuitous and daunting.

Neighborhoods just west of the river face different challenges, as they border important regional attractions. These heavily frequented sites – such as the fish market, RFK Stadium, and the National Arboretum – receive many regional visitors who arrive by automobile and create parking challenges that can overwhelm nearby neighborhoods. And all neighborhoods – on both sides of the river – are adversely affected by heavy regional traffic patterns.

Despite these challenges, existing neighborhoods along the river have distinct assets. They are important repositories of our city's and our nation's history. The historic and cultural endowments of these neighborhoods provide a critical armature guiding future improvements, which can be designed to showcase that history and build on that cultural wealth. Important historic districts lie in Anacostia and on Capitol Hill. Many individual structures along the river are in the process of being carefully preserved, including the Frederick Douglass National Historic Site, Congressional Cemetery, and the Latrobe Gate at the Navy Yard. Other historic sites include Barry's Farm, where many newly freed slaves found a home after the Civil War, Fort McNair, where Lincoln's assassins were hanged, and Langston Golf Course, the nation's first public golf course built for an African-American community.

But the cultural heritage and strength of existing neighborhoods along the Anacostia encompass more than historic sites and structures. Community organizations and institutions give clear voice to the causes of a cleaner environment and higher quality of neighborhood life. The energy of these organizations provides the foundation and the essential backbone of the river's renewal.



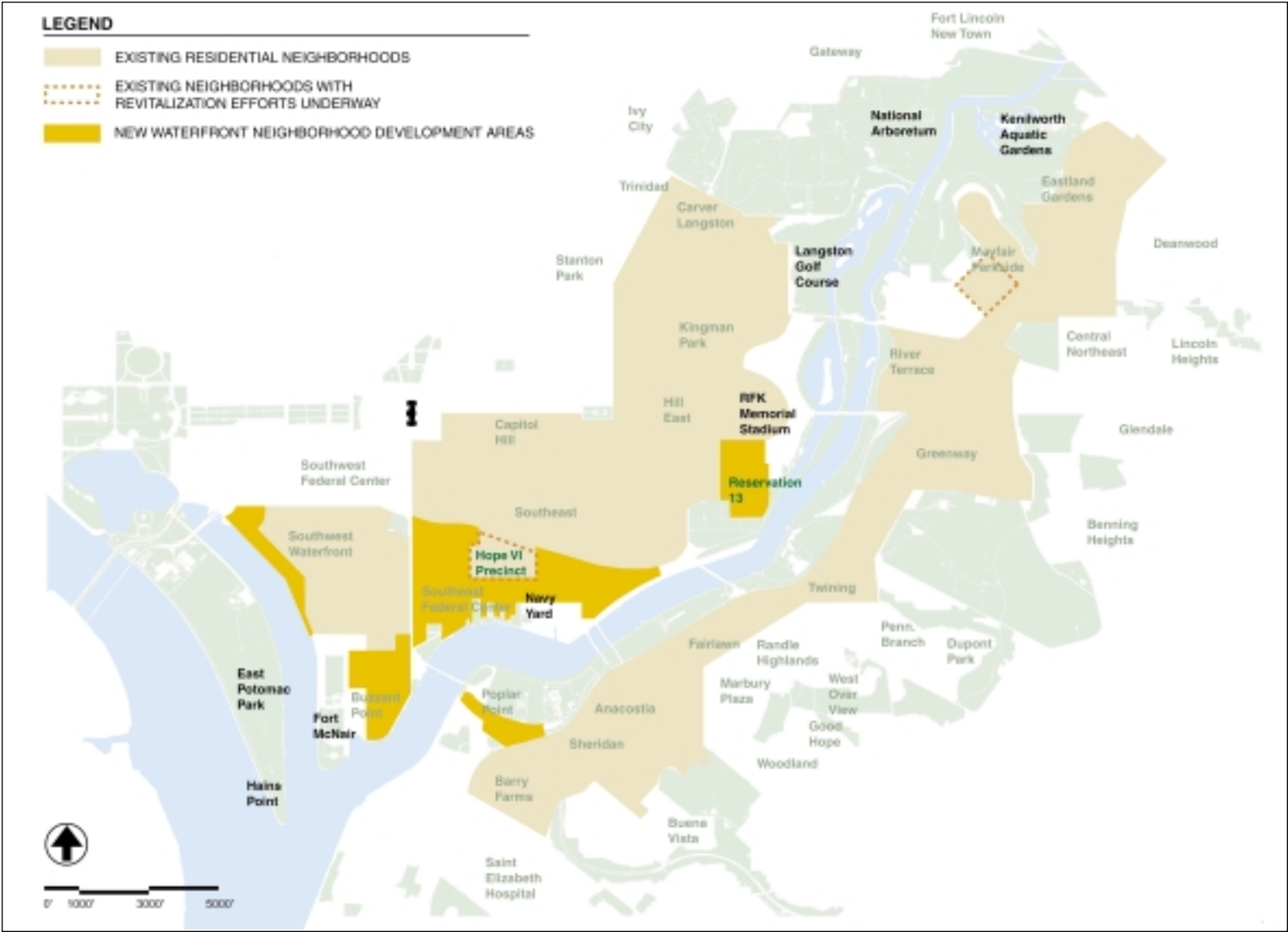
Barriers to the Waterfront
The diagram above shows the current land-use and infrastructure barriers between the Anacostia neighborhoods and the waterfront.



Boat-building is just one example of how neighborhoods along the Anacostia create distinct personalities.

Neighborhood Building Along the Anacostia – A Rare Opportunity

“The Southwest waterfront can become one of the most desirable places to live in all of Washington.”



Direct Access from Neighborhoods to the Waterfront
The pale orange areas in the diagram above indicate existing residential neighborhoods that will have greatly improved access to the waterfront. The dark orange areas are new neighborhood development sites directly on the river.

The AWI promotes a vision of new and revitalized neighborhoods, each with a vital mix of housing, commerce, and public resources. All new development will be guided to meet these criteria and to allow easy access to the waterfront from surrounding neighborhoods, precluding the development of private enclaves. The AWI will enforce this vision, and the Anacostia River and the future Riverwalk will help to link waterfront neighborhoods, but each neighborhood will retain its unique character. The guiding vision will be refined in each neighborhood by individual decisions related to social, economic, environmental, and transportation challenges. The result of these decisions will be neighborhoods with a variety of lifestyles and a diversity of attractions.

Upriver
Kenilworth and Carver Langston
The neighborhoods upriver near Kenilworth Park and Langston Golf Course – Eastland Gardens, Mayfair, Parkside, and Carver Langston – will continue to enjoy the tremendous natural resources of the Anacostia's habitat. They will, however, get far better access to other parts of the park system and to the river's west bank, via the Riverwalk, Park Road, and the proposed Kenilworth Bridge.

Already Underway...
The Watts Branch Community Alliance, along with Washington Parks and People and the District of Columbia Department of Parks and Recreation, has committed funds to restore the Watts Branch trail to the Anacostia River. These vigilant community organizations have already orchestrated incremental improvements to Watts Branch, a valuable recreational resource for the community.

No additional development is planned for these neighborhoods, with the exception of the potential long-term reuse of the PEPCO Benning Road Facility site if the power plant is relocated. The site would make an ideal mixed-use neighborhood, with retail uses on Benning Road and residential development adjacent to the parklands.

Mid-river
River Terrace, Twining, Fairlawn, Kingman Park
Neighborhoods near Anacostia Park will also find the river more accessible than ever before with the introduction of new waterfront parks and new gateways into Anacostia Park. With enhanced ball fields, an improved recreation center, expanded boathouses, and the Anacostia Riverwalk, opportunities for neighborhood recreation activities and mobility between these offerings will multiply. Enhanced gateways at Benning Road, Randle Circle, and Pennsylvania Avenue will connect these existing commercial corridors to activity at the RiverParks.

Already Underway...
The community-led Pennsylvania Avenue East of the River Revitalization Task Force has procured new resources for transportation, housing, commercial development, and public safety issues along the Pennsylvania Avenue, SE, Corridor. The District of Columbia government has committed \$500,000 in fiscal year 2003 for streetscape and traffic improvements.

The Marshall Heights area benefits from strong resident-led revitalization efforts. The Marshall Heights Community Development Organization has developed about 540 housing units over the past five years. The District of Columbia government has committed resources to the MHCDO for facade improvements to businesses along Minnesota Avenue from Benning Road to East Capitol Street.



Hill East will be transformed under the AWI to include new housing, a new gateway park at the extension of Massachusetts Avenue, a new and lively 'public square' by the Metro, with community health clinics and other amenities.

Hill East Waterfront

The transformation of Public Reservation 13 to a new multi-use neighborhood along the Anacostia waterfront replaces institutional superblocks with a graceful continuation of the Hill East neighborhood street grid, all the way to the proposed RiverParks. Instead of large, impassable buildings, residents will enjoy a vast new waterfront park, the Meadows; a village square that will include neighborhood retail; and the completion of one of Washington's great boulevards, Massachusetts Avenue, for which a ceremonial circle is proposed. While remaining faithful to existing neighborhood character, this area can become a vibrant city neighborhood, with 800 new homes, 3 million square feet of health care, institutional, and office uses, and about 35,000 square feet of retail space.

Downriver

Neighborhoods along the lower reaches of the Anacostia River – Historic Anacostia, Near Southeast and Southwest – will experience the synergy of an urban waterfront that will include new cultural opportunities, promenades, shops, restaurants, and great parks. Access from neighborhoods to the river will be restored.

Historic Anacostia and Poplar Point

Across the river from the Navy Yard, a proposed 80-acre park at Poplar Point creates an unparalleled opportunity to bring new life and economic energy to the neighborhoods of Historic Anacostia, while remaining faithful to the area's cultural heritage. The proposed features of the park would round out the rich offerings of Historic Anacostia, such as the Frederick Douglass National Historic Site and the Smithsonian's Anacostia Museum and Center for African-American History and Culture.

Dense new residential development on private property along Howard Road approaching Poplar Point would create an exciting new neighborhood overlooking the park with expansive views of Washington and the river. A mixed-income neighborhood here – well connected to the river, to existing neighborhoods, and to the rest of Washington via the convenient Anacostia Metro station and a new Frederick

Douglass Bridge – would support increased retail activity in Historic Anacostia along Martin Luther King Jr., Avenue and Good Hope Road. Rebuilding the Douglass Bridge at South Capitol Street, so that it is oriented to local traffic, pedestrians, and bicycles, will further support these improvements, while noxious highway traffic will be routed away from the area through a proposed South Capitol Street Tunnel.

Already Underway...

- A charter elementary school, the Howard Road Academy, currently enrolling 515 students, heads the roster of new opportunities and facilities slated for this neighborhood.
- The District Department of Transportation has committed funds for streetscape improvements in Historic Anacostia as part of the Anacostia Town Center plan.
- The District of Columbia plans to build a Government Center at the corner of Martin Luther King Jr., Avenue and Good Hope Road, SE.
- About 200 units of new housing are being constructed at Good Hope Road – the first new multi-family housing development in the area in 25 years.
- The East of the River Community Development Corporation is developing the Hillsdale Heights townhouses and Washington View condominiums – a total of 142 units.



Historic Anacostia and Poplar Point are already richly blessed with cultural and historic sites. New mixed-income residential development, considered in relation to public transportation, will bring new life and economic energy to the area.

- The Camp Simms redevelopment project in nearby Congress Heights includes 80 housing units plus a shopping center with supermarket, the only grocery store in the area.

Near Southeast/Carrollsborg

Here a rich mixture of old and new architecture and institutions, traditional and contemporary blocks and streets, and diverse housing will create a unique layering of physical and social fabrics. The Historic Carrollsborg neighborhood will once again be connected to the waterfront. The Southeast Federal Center will bring new office and residential buildings to Carrollsborg, along with public spaces that will connect to the river, such as a waterfront park and promenade that will join those at the adjacent Navy Yard. M Street, SE, is acquiring a bustling downtown-like character, complete with expanded bus service and WMATA plans for eventual light-rail transit service. And Eighth Street, SE, also known as Barracks Row, is currently undergoing improvements under the Main Streets program.

The underdeveloped lands near this strategically located historic neighborhood – including the Southeast Federal Center, the Canal Blocks park, the Hope VI redevelopment and a revitalized M Street – could support 3,000 or more new housing units, plus 3 million to 4 million square feet of office and commercial space.



Rendering of local open space and retail corridor, envisioned for the new Copper-Carrollsborg Hope VI Development.

The Southwest Waterfront/Washington Channel

Redevelopment proposed along the Washington Channel will create a waterfront destination only steps from the Mall and the Tidal Basin, to be enjoyed by everyone, from area residents to national and international visitors. That new destination will include, in addition to the existing marinas and fish market, a museum and/or memorial, retail stores, waterfront restaurants with outdoor seating, 15 acres of parks and esplanades, and 800 new residences housed above street level in mid-rise buildings – all accessible from two nearby Metrorail stations, L'Enfant Plaza and Waterfront-SEU.

The Southwest waterfront can become one of the most desirable places to live in all of Washington. It overlooks the Washington Channel, Hains Point, and the Potomac River. It neighbors important cultural attractions, such as Arena Stage theater, as well as substantial federal employment centers, and it is minutes from National Airport. It offers residents and visitors the chance to experience scenic views and proximity to all the proposed amenities of the new Anacostia RiverParks. These attributes will draw new residents seeking an urban experience in a contemporary setting, yet at a slight remove from a central business district atmosphere.



The Washington Channel is a popular destination for tourists and locals, and its proximity to the Mall makes it the ideal place for additional development.

Stimulating Commercial Growth

“Sustainable economic development in waterfront neighborhoods must create opportunities to live, work, play, and learn.”

Stimulating Economic Growth in the Anacostia Neighborhoods

Supporting Commercial Growth

- The District has committed half a million dollars to support the Pennsylvania Avenue East of the River Revitalization Task Force as it addresses commercial development, transportation, public safety, and housing along the Pennsylvania Avenue Corridor.
- The District Department of Transportation has committed funds for streetscape improvements in Historic Anacostia as part of the completed Anacostia Town Center plan.
- The District has committed resources to the Marshall Heights Community Development Organization, Inc. for façade improvements to the businesses along Minnesota Avenue between Benning Road and East Capitol Street.

Employment and Job Training

- Initial planning and property acquisition have been completed for the development of the new Department of Employment Services (DOES) Headquarters at the Minnesota Avenue Metro station.
- Plans are underway for a new government center at Anacostia Gateway.

Education

- The District has budgeted \$6 million for improvements to Sousa Middle School in FY2003.
- A new charter elementary school, the Howard Road Academy at Poplar Point, opened in August 2002. It currently enrolls 515 students.



Corridors of Commercial Growth

Corridors (shown in red) are targeted for retail growth and revitalization. Enhanced transit service will reinforce retail and commercial uses.



Storefronts in Brookland, Northeast D.C.: a precedent of mixed use neighborhoods already exists.

The AWI Framework Plan envisions the redevelopment of existing commercial corridors, such as Pennsylvania Avenue and Martin Luther King Jr. Avenue, as well as the creation of new employment centers, such as M Street, SE and South Capitol Street. The commercial redevelopment process is creating new job opportunities for the people who live in Washington today. As the demand for local goods and services increases, commercial and retail growth will flourish even more.

Coordinating Federal and Local Development Goals

The Near Southeast/Carrollsbury neighborhood is clearly poised to lead this transformation, with over 15,000 new jobs relocating to the M Street, SE corridor over approximately 10 years, for a total of 25,000 jobs. The consolidation of the NAVSEA division to the Navy Yard and the recent decision to relocate the U.S. Department of Transportation to M Street, SE are complemented by private-sector demand for new office space. New jobs in the M Street corridor are already fueling demand for new restaurants and other retail services on 8th Street, SE.

The importance of coordinating federal real estate actions with local neighborhood development goals cannot be overstated. Federal offices can play a crucial role in fueling demand for neighborhood stores and restaurants, and can also help animate streets and parks throughout the day. Current federal security requirements, however, could compromise neighborhood vitality and must be carefully considered in this light.

The employees who fill these jobs should be encouraged to live near their work in order to avoid the automobile commute that clogs local roads and pollutes the region's air. Those who live near the Anacostia waterfront will have the recreational resources of the RiverParks at their doorstep, as well as transportation alternatives, such as the Riverwalk, Metro, and light-rail transit, to get them to their jobs.

Education and Job Training

Education and job training programs will encourage existing residents to compete for new jobs and earn higher incomes, and will therefore be key to revitalizing neighborhoods long devoid of commercial investment. Economic development policies must be established to ensure that neighborhood residents take advantage of the new growth around them. All new public and commercial development projects should be tied, wherever possible, to job training programs.

In addition, large-scale federal actions should be carefully analyzed in terms of existing local initiatives and opportunities. Exemplary actions, such as the decision to consolidate the NAVSEA division at the Navy Yard, have already had an unprecedented positive effect on local neighborhood redevelopment efforts. Close coordination during the planning, design, and construction of capital projects can result in major positive impacts. The Navy's and the District's support of the Bridges-to-Friendship initiative has helped to coordinate federal actions and create local jobs.

Target Area	Gross Office Capacity	Office Employment	Retail Employment
Southwest Waterfront	25,000 sq. ft.	250 jobs	1,500 jobs
South Capitol Street	4-5 million sq. ft.	40,000 jobs	500 jobs
M Street Corridor SE	3-4 million sq. ft.	35,000 jobs	500 jobs
Poplar Point	500,000 sq. ft.	500 jobs	200 jobs
Hill East	3-4 million sq. ft.	30,000 jobs	200 jobs
TOTAL	14 million sq. ft.	100,000 jobs	2500 jobs

Schools Along the Waterfront

Sustainable economic development in waterfront neighborhoods must not only create opportunities to live, work, and play, but must also include the opportunity to learn. There are over 20 public and charter schools in the AWI planning area and two universities – Southeastern University and the National Defense University at Fort McNair. With a clean Anacostia River and new resources like parks, recreation facilities, cultural institutions, and commercial and retail development along the waterfront, opportunities for these schools are vast.

The Anacostia River itself is a unique setting, where Washington's school children can learn about the environment and its stewardship by contributing to the restoration of the watershed in which they live. Environmental education programs associated with the National Park Service, the National Arboretum, the Navy Yard, the Earth Conservation Corps' Matthew Henson Center, and the Anacostia Watershed Society already use the “living classroom” approach, where students learn from directly interacting with the river through activities like environmental cleanups, water testing, and bird watching. (For more on environmental education, see Chapter 1, page 29).

Education along the Anacostia waterfront can also be accomplished inside the classroom. Schools' access to the river and a revitalized waterfront can enhance their programs in science, social science, and physical education. For example, the Anacostia Community Boathouse, located under the 11th Street Bridges in the Near Southeast, is already affiliated with several Washington-area schools' rowing teams and would readily accommodate even more rowing programs. School curricula can also be supplemented with environmentally oriented community service, fellowships, and job training that are tied to work that will be essential to restoring the Anacostia River, such as wetland creation, wildlife and habitat management, and water quality testing.

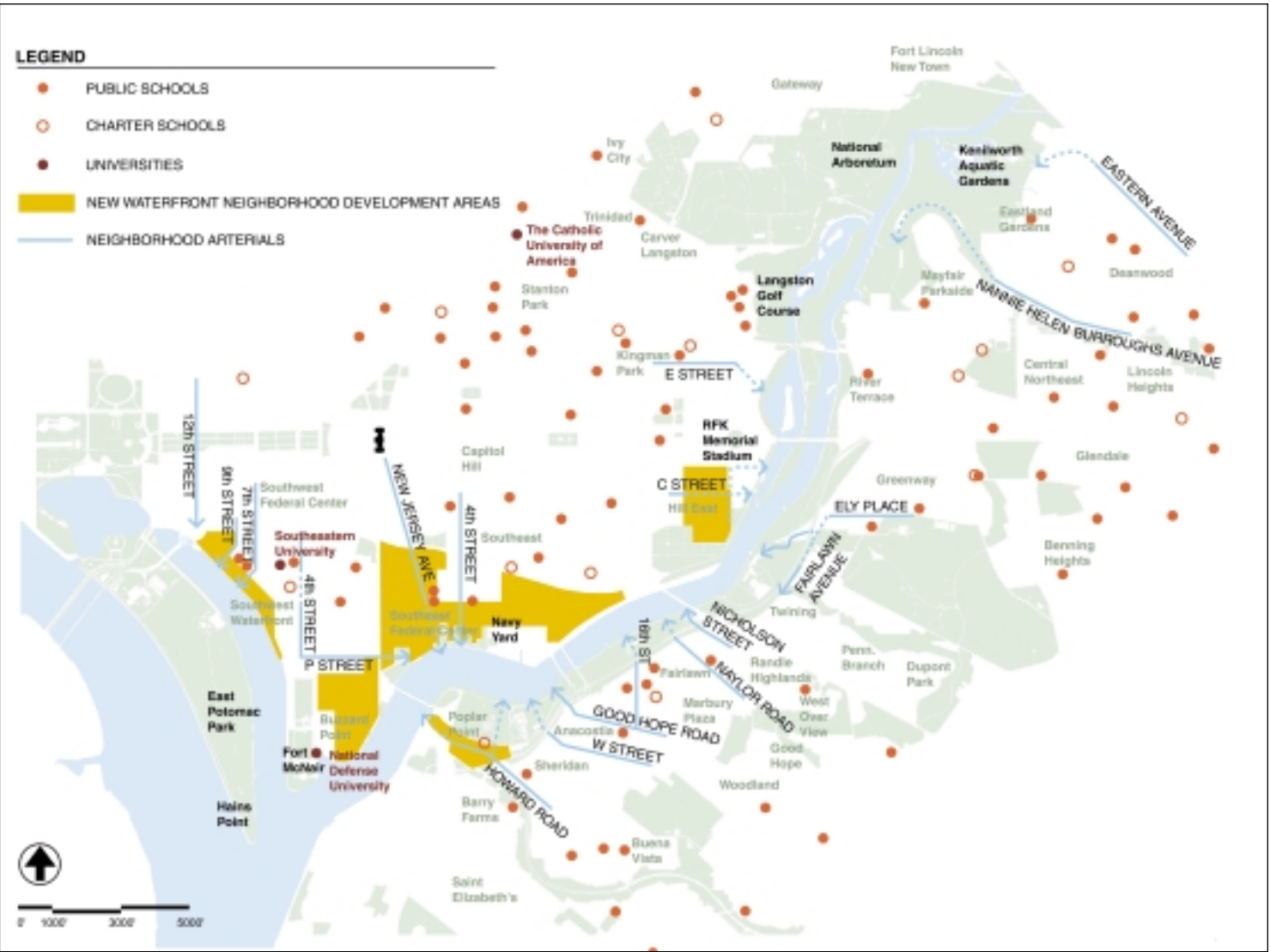
Four high schools border the Anacostia waterfront. Current graduation and unemployment rates in the project area must

be considered in all neighborhood revitalization strategies, so that local businesses can be prepared to provide after school jobs, internships, and post-graduation career opportunities. High school vocational programs should be specifically geared to training students for job opportunities that will be created by new construction and environmental remediation along the waterfront. Increasingly, builders and contractors are expected to draw a majority of District residents as workers in construction.

The creation of new neighborhoods along the waterfront, like the Hill East and Southwest waterfronts and the Capper-Carrollsborg Hope VI and Southeast Federal Center developments, will infuse existing neighborhoods with new residents and the need to expand existing schools or create new schools. This presents a great opportunity for communities to coordinate housing and commercial development to plan for and leverage capital projects for schools. Modernizing existing schools also acts as a catalyst for economic development by drawing further investment to waterfront neighborhoods. Many home buyers and potential residents often look at public schools as an indicator of a neighborhood's quality of life. A lynchpin in attracting residents to the waterfront and determining the long-term atmosphere of those neighborhoods will be the quality and competitiveness of the neighborhood schools.



Access to the waterfront would provide teachers with a natural classroom; and students with more recreation options.



Charter Schools, Public Schools, and Universities Shown in a Relation to New Neighborhood Development

Creating Waterfront Neighborhoods

“New residential development can bring the residents in existing neighborhoods a new level of convenience and a better quality of life.”

Neighborhoods First!

Principles

Currently, the Anacostia waterfront is blocked by vast paved surfaces, polluting industries, a regional highway system, and large amounts of inaccessible parkland. The Neighborhoods First! policy seeks to create mixed-use, mixed-income residential neighborhoods along the waterfront that capitalize and build on existing assets.

- **Promote residential mixed-use neighborhoods as the primary land use for waterfront lands in transition.**
- **Develop infill projects, where appropriate, and create new mixed-use neighborhoods in larger parcels of land available for redevelopment.**
- **Encourage uses that enhance neighborhood life – retail, recreation areas, open space, arts and culture.**
- **Establish clear points of neighborhood access to the Anacostia RiverParks and the Anacostia Riverwalk and Trail.**
- **Ensure low-impact development practices along the waterfront that will contribute to a clean and active river.**
- **Create a distinctive identity for the Anacostia waterfront that is consistent with the tradition of Washington neighborhoods.**
- **Celebrate the unique heritage of each neighborhood through public art, commemorative spaces, parks and signage.**
- **Design and landscape streets and sidewalks to complement neighborhood character.**

The Framework Plan envisions the now under-utilized lands along the lower Anacostia River – such as the Southwest, the Southeast Federal Center, and the Hill East waterfront – as a group of vibrant new neighborhoods connected by the RiverParks and Riverwalk systems. These areas present the opportunity to build new homes in Washington without displacing current residents.

Different Homes for Different Needs

New homes near the waterfront will accommodate various income groups and neighborhood characters. Housing types might range from classic Washington row houses to apartment buildings of substantial density in neighborhoods with sufficient transit, or room to develop transit service.

The new residents who move to these homes will include suburbanites who will no longer have to commute to work, and a range of incomes to enlarge the city's tax base. They will also include current Washington-area residents who will have new choices in housing.

The AWI proposes careful District of Columbia government coordination of community planning in order to ensure the communities' success and their effective links to existing neighborhoods. Residents of new neighborhoods will be concerned with local shopping opportunities, schools, convenient transportation, public amenities, and links to stable neighborhoods. In neighborhoods near the river, they will be concerned with access to the new resources offered by the waterfront. Planning of new residential development must address all of these concerns.

What New Housing Can Do For Current Washington Residents

New residential development – with its ability to stimulate commerce and public investment – can bring the residents of existing neighborhoods a new level of convenience and a better quality of life: diverse new stores, more attractive streets, more convenient transportation choices, and pleasant recreational settings. A variety of housing options will

be included, to give current residents exciting new housing opportunities. To make new residential development serve the needs of current residents, the design of new housing must attend to the following guidelines:

- New housing investments must increase public access to the waterfront from surrounding neighborhoods.
- Neighborhood commercial centers should be designed to serve residents of different income levels by providing retail alternatives.
- New housing must accommodate a range of incomes and household compositions (from single adults to families); this approach will result in the most vibrant mix of stores, as well as balanced communities that complement market demand and community needs.
- Employees of local businesses and institutions should be targeted as potential buyers and renters of new housing.

Existing Housing Policies Can Benefit the Waterfront

The housing development initiatives along the waterfront could benefit from a variety of existing federal and local housing programs, including the following:

Federal Programs

- **HOPE VI** – The Hope VI, or Urban Revitalization Demonstration Program, was created in 1992 to transform the most distressed public housing developments into thriving, sustainable mixed-income communities. The Arthur Capper/Carrollsborg HOPE VI project, located in the Anacostia Waterfront Initiative area, represents one of the most ambitious HOPE VI projects nationwide. The \$34.9 million grant has been leveraged to provide a total of over \$424 million for the creation of 1,562 new housing units, approximately 600,000 square feet of new office space, 20,000-40,000 square feet of retail space and a new community building.
- **Low Income Housing Tax Credit Program (LIHTC)** – The LIHTC program was created in 1986 to assist developers with affordable housing construction and rehabilitation. The LIHTC program allocates a four percent tax credit to

developers of new or rehabilitated affordable rental housing. The program induces about \$6 billion of private investment each year to produce more than 115,000 units that are affordable to low-income and elderly people. LIHTC will spur new affordable housing development in the Anacostia Waterfront Initiative.

Local Programs

- **Home Again** – The Vacant and Abandoned Housing Initiative, or “Home Again,” is a program designed to convert vacant and abandoned buildings into quality, affordable homes. In response to residents' concerns, the District will gain site control of vacant houses and sell them to developers who will rehabilitate them into housing for people of all incomes. The Home Again program can be utilized to acquire vacant and abandoned properties for the purposes of strengthening and revitalizing communities within the Anacostia Waterfront Initiative.
- **Housing Production Trust Fund Program (HPTFP)** – The HPTFP provides financial assistance to non-profit and commercial developers to create low- to moderate-income rental and ownership housing and related facilities. The funds from the HPTFP can be used to increase housing opportunities in the Anacostia Waterfront Initiative communities.
- **Zoning Incentives** – Housing and affordable housing should represent a key neighborhood objective in all zoning cases and should be understood as a neighborhood benefit in all Planned Urban Development zoning applications. Creating new housing should be a policy objective when crafting new zoning regulations for waterfront sites.
- **Land Disposition and Public Investment in Infrastructure** – The District should strive to include affordable housing as an element of major neighborhood investments involving public infrastructure financing, and as a program element where land is being disposed of by the federal or District governments.

The Importance of Neighborhood Institutions, Community Organizations, and Public Facilities

New homes and jobs are not in themselves sufficient to create vibrant, safe, community-oriented neighborhoods. Public facilities and institutions must be included with housing and retail opportunities to make neighborhood life convenient and safe. New public parks, community centers, schools, libraries, and post offices must be introduced to under-served areas in order to enhance the quality of life. The new RiverParks, museums, and memorials will enhance and serve existing and new neighborhoods alike. These new facilities must be thoughtfully integrated along streets and open spaces in order to transform the current image of neglect along the waterfront, and to foster smart-growth, pedestrian-oriented communities where residents need not rely on cars to find the necessities of daily life.

Some waterfront neighborhoods will attract unique uses that will enliven and give special character to their communities: waterfront restaurants, new museums, cultural facilities, entertainment venues, and private institutions. These new enterprises must forge strategic partnerships with neighborhood institutions, such as schools and social service organizations, to strengthen the web of relationships that creates a community. In years past, the Navy Yard has provided a good example of neighborhood-oriented programming with special events and weekend hours. Special educational or youth programs are always effective vehicles for creating strong links in neighborhoods.



Concept for Arthur Capper/Carrollsbury dwellings, Hope VI project.

Community and non-profit organizations must play a creative role in forging new partnerships to realize the potential of neighborhood assets. Examples include existing recreation and environmental organizations, like Washington Parks and People, which is helping residents rediscover the tributary stream that flows through their community. Another excellent example is the Earth Conservation Corps' Matthew Henson Center, which promotes both river-based and community-based youth programs. Some groups, such as tenant and housing cooperatives, must work with real estate developers to create affordable housing. Community development corporations (CDCs) will also be critical to stabilizing neighborhoods and garnering the benefits of new investment for existing residents.

Community organizations should strive to promote:

- New mixed-income housing that will help ensure housing choices for existing residents, promote social inclusion, and support more retail amenities.
- New educational and job-training programs which prepare existing residents for jobs along the waterfront corridor.
- Alternative transit connections which reduce traffic and parking pressures, including the new Riverwalk and light-rail line.
- Public and private investment in cultural institutions, works of public art, or monuments that celebrate the history of waterfront neighborhoods and our nation.



Example of higher density development.



Rowhouse development in Anacostia.

Neighborhood Clubs and Organizations

The strength of waterfront neighborhoods is demonstrated in the wide array of clubs and organizations representing them. For example,

- Washington Parks and People leads hundreds of neighborhood volunteers in restoring the Watts Branch tributary stream.
- The Seafarers Yacht Club sponsors boat safety programs for children.
- Langston Golf Course is host to the youth-oriented First Tee program.
- The Anacostia Watershed Society and the Earth Conservation Corps offer educational and youth-training programs.
- The Anacostia Garden Club is working to organize community and heritage gardens adjacent to Historic Anacostia.
- The Capitol Hill Rowing Club is home to youth rowing programs.
- The Bridges-to-Friendship organization and the Covenant House in Washington have been organizing job-training programs focused on environmental stewardship.
- The Washington Heritage Tourism Coalition is working to introduce interpretive signage heralding the waterfront's history.

These are just some of the exciting citizen-led initiatives reconnecting the life of our city to the Anacostia waterfront.



Members of the Seafarers Yacht Club.

Integrating the National Monuments into Local Neighborhoods

“The symbolism of nationally significant monuments should be celebrated on an equal footing with the vitality of the neighborhoods.”

In addition to regional attractions and local neighborhoods, the Anacostia River hosts institutions of national prominence, such as the Smithsonian’s Anacostia Museum and Center for African-American History and Culture, the Navy Yard, and the National Arboretum. Over time, the Anacostia waterfront will likely host more museums and monuments commemorating our nation’s history, as available space on the Mall diminishes.

New memorials and museums near the waterfront will produce a richer cultural environment for the neighborhoods and will attract a diversity of economic development opportunities.

The Anacostia Waterfront Initiative Framework Plan seeks to integrate the monumental features of Washington with the smaller-scale features of local neighborhoods. Local development strategies must balance national and neighborhood considerations. Conflicts, such as those originating in traffic management, will inevitably arise, and balances must be struck between tourism and neighborhood life. Nevertheless, a richer city will emerge, one that will reflect the uniqueness of its neighborhoods and the strength of our nation.

Traffic control systems, sufficient parking, and alternative forms of transportation, such as Metro service, water taxi and light rail, will mitigate potential inconvenience to neighborhood residents from increased tourist visits. Events, hours, and programs can be scheduled in ways that reduce the impact of much-visited institutions on neighborhood life and create special offerings for the neighborhood.

Other new cultural enhancements should be directed solely at the neighborhoods around the river, sited in them, and focused on celebrating the cultural heritage of these historic districts. Public-private collaborations, such as that of the Earth Conservation Corps’ Matthew Henson Center



National Monument and Local Heroes
The African-American Civil War Memorial is a monument of national importance set in a residential neighborhood.

(an old pump house that the Navy renovated into a new non-profit environmental education facility) should be encouraged. Local communities can form development corporations to sponsor the various cultural institutions, monuments, or memorials.

In all cases, new waterfront monuments should be appropriately located to encourage investment in the surrounding neighborhoods. No longer does the city need to be artificially divided into “federal” and “local” districts. The symbolism of nationally significant monuments should be celebrated on an equal footing with the vitality of the neighborhoods in our nation’s capital.



The Franklin Delano Roosevelt Memorial at the Tidal Basin provides a cooling rest for tourists. A memorial fountain in a neighborhood would provide the same amenities to local children and families.

Precedents



The Josephine Shaw Lowell Memorial Fountain provides a focal point in New York’s Bryant Park for Midtown office workers and residents.

























Centennial Fountain in West Palm Beach, Florida is a monument whose clever design successfully draws both outside visitors and local families.



Harriet Tubman Park in Boston, Massachusetts features a sculpture and a curved bench. An example of how a memorial can also serve as a space for local neighborhood gathering. (Reprinted with permission of CBA Landscape Architects, Waltham, Massachusetts.)

The Do's and Don'ts of City Planning: Learning from Our Mistakes

Segments of the Anacostia waterfront read like a catalogue of urban planning mistakes from the past: vast paved surfaces, polluting industries, urban renewal projects, and a regional highway system. However, other segments of the Anacostia waterfront showcase true jewels that make this river corridor a great resource for the city, the region, and the nation. The following list of planning “do's and don'ts” should help planners avoid the mistakes of the past while recognizing the great assets that already exist along the waterfront.

DON'T	 <p>Restrict public access to the waterfront. <i>Example: Reservation 13.</i></p>	 <p>Isolate waterfront areas with large-scale, regional transportation infrastructure. <i>Example: Anacostia Freeway.</i></p>	 <p>Create unsuitably-scaled neighborhood development. <i>Example: Maine Avenue is six lanes wide.</i></p>	 <p>Locate polluting land uses along waterfront or in the watershed. <i>Example: Buzzard Point.</i></p>	 <p>Underutilize urban, waterfront land. <i>Example: Southeast Federal Center.</i></p>	 <p>Displace existing residents. <i>Example: Southwest Urban Renewal.</i></p>	 <p>Build a homogeneous, anonymous public realm – including landscaping, buildings, sidewalks. <i>Example: Waterside Mall.</i></p>	 <p>Consign large areas to a single land use. <i>Example: D.C. General Hospital.</i></p>	 <p>Permit large federal developments in which security concerns will undermine neighborhood life. <i>Example: Fort McNair.</i></p>	 <p>Ignore architectural and urban design considerations by blocking views and constructing bland buildings. <i>Example: L'Enfant Plaza.</i></p>	 <p>Isolate regional and national attractions and destinations from neighborhoods. <i>Example: the Mall.</i></p>
DO	 <p>Ensure many clear points of neighborhood access to the waterfront and its amenities. <i>Example: Georgetown.</i></p>	 <p>Create a continuous waterfront park system tied together and to the neighborhoods by the Anacostia Riverwalk and Trail system. <i>Example: Watts Branch.</i></p>	 <p>Scale streets, sidewalks, and buildings appropriately to complement neighborhood character. <i>Example: Capper-Carrollsbury, Hope VI Project.</i></p>	 <p>Establish environmental-ly sensitive uses along the river that contribute to a clean and active waterfront. <i>Example: Kenilworth Aquatic Gardens.</i></p>	 <p>Develop infill projects, where appropriate, and create new mixed-use neighborhoods in larger parcels of land up for redevelopment. <i>Example: Reservation 13 transformed into Hill East waterfront.</i></p>	 <p>Attract new residents to new residential development. <i>Example: Capper-Carrollsbury, Hope VI mixed-income housing.</i></p>	 <p>Reflect and celebrate the unique heritage of each neighborhood through public art, commemorative spaces, parks and signage. <i>Example: Historic Anacostia.</i></p>	 <p>Encourage a mixture of uses to keep activity on the streets all day and evening. <i>Example: Georgetown.</i></p>	 <p>Promote uses that enhance neighborhood life. <i>Example: The Matthew Henson Center.</i></p>	 <p>Promote architectural distinction and urban design that is commensurate with the standards of the L'Enfant plan. <i>Example: View of Capitol from East Capitol Street.</i></p>	 <p>Establish synergies between destinations and existing neighborhoods. <i>Example: African- American Civil War Memorial in the historic Shaw neighborhood.</i></p>



Artist's aerial rendering of the Near Southeast neighborhood. It envisions a dense, urban neighborhood that reestablishes historic Carrollsburg along the Anacostia River with unprecedented public access to the waterfront.

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